

The National News Falcon

The Monthly Magazine of The Falcon Club of America

NOVEMBER 2009



*First Monthly
Photo Contest Winner!*

**Tim Teater
Boise, Idaho**

1964 Custom Falcon Convertible

Cover: Tim Teater

Tim Teater (FCA #12381) of Boise, Idaho always wanted to build a custom car. Now he's done it—and how! See more photos of Tim's Falcon and read his story on page 3.

Tim is the first winner of our FCA Monthly Rolling Photo Contest. There are no deadlines for this contest. Just collect your pictures or shoot new ones, write up your story, put on a CD and send to the Editor at the address on page 9. Please DO NOT send large photo files by email.

A winner will be chosen every month based on quality and originality of photos. Entries with a few paragraphs about you and your Falcon are preferred—everybody wants to know a little bit about the car and its story.

Tim's photos show all aspects of the car, engine, details, front, back, both sides and interior. His story and specs rally help the car and its history come alive. And he had the perfect cover shot. Congratulations, Tim.

See the October 2009 issue for full details on this and several other photo contests running simultaneously. Then get those cameras out and send in your entries.



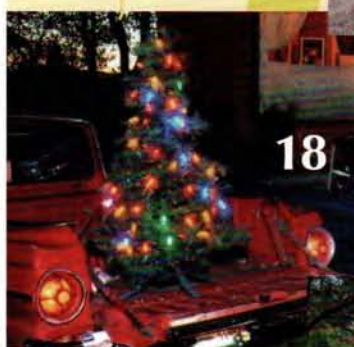
Photos by Larry Rose

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The National *Falcon* News

November 2009



Tim Teater's 1964 Custom Falcon Convertible

This car is the culmination of a 14 year plus project. After many years of being a car nut, I decided to build one project car/hot rod from the ground up, just the way I wanted. Being a Ford guy and child of the 1960s, I wanted a sixties Ford of some kind. I have long had a soft spot for Falcons because the first new car my family ever had was a 1962 Falcon with a 144 and three on the tree. My best high school friend and I used to double date in his 1964 Sprint convertible. I have always liked the "big Ford" styling of the 1964-65 Falcon. Plus I never like to do what everyone else does. So when a '64 Falcon convertible came along in decent shape, I decided that was my project car.

From the very beginning I had a vision of what I wanted; a real custom car with a race/rally vibe, but it had to have all the modern amenities. After I started working on the car, I soon concluded that I lacked the necessary skills to do it right so I turned to Classics By Jagers in Boise.

As we progressed along with the project it seemed nothing was easy. It seemed like absolutely everything had to be adapted or fabricated; nothing just "bolted on." For example, I naively

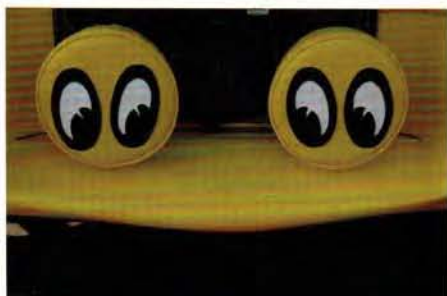


thought the R model valence from a 1965 Shelby Mustang should be easily adaptable to a Falcon; after all they were the same basic car. Not even close. It took many hours of hand work to get it to fit but in the end it was well worth the effort.

Stuffing in the 351 Sportsman block with air and all the power accessories was another challenge. Even with the shock towers removed we found we did not have room for a brake booster so we

went with a Hydro-Boost. Another issue we ran into was the motor mounts ended up being too far forward and it was too late to change it when we discover we had no room for a fan. Tip: always assemble the car COMPLETELY—before paint. So we ended up with a pusher fan on the front of the radiator and I cut down a reverse rotation Flexilite fan to fit in the space I had. Works fine.

—Continued on page 4



Tim Teater's 1964 Custom Falcon Convertible

—Continued from page 3

Since we planned on taking some road trips with the Falcon, my lovely bride asked for air conditioning. Since we couldn't put the condenser on the normal position, we engineered a remote unit with stacked condensers and its own fan and ducting to go with the Vintage Air under dash evaporator. While efficient cooling of a 45 year old convertible is quite a challenge, it has worked reasonably well.

We spent a great deal of time running all the braided and hard lines in a neat and tidy fashion. Since we moved the rear springs inside the subframe rails, no regular rear anti-sway bar would work, so we built our own using an Alston Chassis universal kit. We used all polished aluminum, stainless steel or black powder coat underneath for a neat and detailed appearance.

When deciding on the paint, I went from red, to black, and then settled on the brightest yellow I could find and that's sort of how the Moon Eyes thing got started. I had always liked Moon Equipment and the Moon Eyes became a theme.

One of the things we are most pleased about is that we had a theme, and vision and a plan and we stuck to



it. Since I am a "if some is good, more is better, and too much is just right" kind of guy," my wife Deb and Chris my builder had to rein me in a few times but it turned out just as I had envisioned it.

When we finally finished, we entered it in the Boise Roadster Show where we won best custom and the Mighty Fine Award given to one car in the show for special merit. After some months of sorting out all the glitches and gremlins, we took our first road trip from Boise to Roseburg, Oregon for Graffiti Days. All seemed to be going well when we heard The Noise. So we pulled into a lube shop

in Redmond and looked underneath; the rear seal in the brand new transmission was spewing out fluid—most likely caused by a failing differential we were unaware of at the time. Fortunately we found Snow's Transmission shop, who replaced the seal and bushing and had us on our way the next morning.

But then we heard The Noise again and it was getting worse. When we got to Roseburg, we enlisted the aid of A-1 transmissions who confirmed that it was in fact our brand new Moser 9" rear end that was howling like a pack of were-

—Continued on page 25



Photos by Larry Rose

President's Message

Chuck Beason

I would like to send my apologies to the Ontario Chapter, Erie Canal Chapter and the River City Chapter for missing the Regional Meets in September. Carolyn and I were very disappointed that we had to miss them, but sometimes things happen. We look forward to getting back in the groove and plan to attend any future Regional Meets.

I am back in Saudi Arabia for the third trip this year—so much for retirement, I guess. In these three trips I have yet to see a Falcon in my travels. I see many Fords on the roads here but no Falcons. Oh well, I guess that is their loss.

At our 2009 Officers Meeting there were some suggestions that we should try to update our new member packet and maybe make changes to our membership renewal cards and renewal reminder card (final notice). This is being done with the help of our new Corresponding Secretary, Denise Sword. Look for these changes on your next renewal card. I think you will like the change.

Our Standard Category/Class Review Team is hard at work reviewing our current guidelines and putting together recommendations for the Board of Directors to review. If you have an idea and would like for it to be considered, con-

tact one of the team members with your idea. We hope to have recommendations ready to present to the Board soon.

As we approach the holiday season we should remember the men and women serving in our Armed Forces around the world who are defending our nation. Let them know we appreciate their service and sacrifices. Carolyn and I would

like to wish our many Falcon Friends a Happy Thanksgiving.

Don't forget, "Take A Kid To A Car Show" this year.



FCA President Chuck Beason with grandson, Timm, at the 2009 FCA Nationals in Dover, Delaware.

Chuck & Carolyn

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How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: ' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Falcons For Sale

Two 1961 Falcon Rancheros, one 6 cyl.runs, new floor, complete. One for parts, good fenders, cab and box. Both titles. \$2000. Skip, 515-321-0133. IA.

1961 Falcon Tudar. Good 170 engine, 3 speed. Solid, straight body, decent interior. Good brakes and tires. Runs and drives. Needs a little of this and that. \$2995. Call Ben after 5 PM for info, 417-538-2753.



1961 Falcon four door wagon. Gas Mileage Special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colorado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenny Kellogg at Kellogg's Garage.

lenkellogg@lpbroadband.net, 970-593-1964. CO.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1962 Falcon Futura, 170 Special 6 cyl. automatic transmission, Red/Orange exterior with black/silver interior. New tires, gas tank, water pump and radiator. Some rust and fair interior. All glass and chrome in good condition. \$3600. OBO. For detailed pictures call

Classified Advertising

Dave at 317-375-0650 or Daveew2006@aol.com. IN.



1963 Falcon Futura convertible. Six cylinder engine w/automatic trans. Working black top. New upholstery. In second owners possession last 30 years. Always garaged. Some rust in floors. Runs great. \$10,000. Ivan Foltz Jr., PA.



1963 Falcon Sprint, 260 V8, four speed, original paint, 5 bolt wheels, good glass, new exhaust, rebuilt front end, very little rust. NOS radio works, dealer installed under dash air, interior needs redone but all chrome pieces intact. Runs great. Back seat and trunk full of spare parts. \$4500 OBO. Charles Love, 918-787-7667 or ozl01@sbcglobal.net. OK.



1963 Ford Falcon Ranchero custom, hi po 302, 4 speed top loader. rust free California car. This Ranchero has many unique features including, electric windows, remote door opener, electric seat, removed door handles and wind wings, flared wheel wells, 2" chopped top. New 302 engine with less than 500 miles,

bucket seats w/console. Contact Richard Grotius at 909-210-6481 or rgrotius@aol.com. \$16,500 OBO. CA.

If you are looking for a restorable Ranchero I just learned of two that are available. One is a 1963 with 170 three speed stick. The other is a 1964 260 automatic. Both are solid California vehicles and I am told they will start and drive. hey are both white with minor surface rust only. Neither appear to have been wrecked and appear pretty original. The owners are elderly and are no longer driving but would like to see the Rancheros go to someone who appreciates Falcons. For more information please contact Roy Lewis at 925-366-7555 or mercuryfree@earthlink.net. N CA.



1964 Ford Falcon Futura Convertible \$17,500. Completely restored vehicle—SWEET! One of the best upholstery jobs I have ever seen. 260, four speed. Slick as can be, show car ready. Call Marion, 580-512-9985 or 580-588-3074 or 580-512-7999 or email 37yearsandcounting@gmail.com. Apache, OK.



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures,

no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR.



1964 Falcon Futura. Some rust on rear quarter panels. Excellent glass and trim. Top end rebuild, new radiator, new carpet, original 170 with C4 auto. New brakes, exhaust, new Fire hawk tires with Crager mags. Asking \$6500 OBO. Call Terry, 419-212-2968. OH.



1964 2 door Falcon. Built from a 30,000 mile car; no rust EVER! 302/C4/8 inch Mustang II rack and pinion suspension, power steering, power disc brakes, custom vintage air and metallic blue paint. Basically stock looks but all the good stuff to make those road trips more comfortable. \$17,900. Call C.W. at 816-331-7717 or 816-830-2006 or heybranch@aol.com.

1964 Falcon Futura Hard Top, Restored, (Gold, Palomino Interior,) Bumpers need re-chroming only. 86 Mustang 5.0 HO motor with Carburetor, Rebuilt C-4 transmission. Inspected, drive anywhere. \$ 10,000. Rich Barrett 215-679-3309. PA.

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Classified Ads (con't)

—Continued from page 7



1965 Ranchero 289 V8. Three speed standard, no rust or collision damage. New paint, interior, tires and wheels, brakes, windshield, alum radiator, water pump, battery, clutch. Rebuilt engine, starter, carburetor, distributor. Ready to travel. \$9000. Ron, 775-626-3651. NV.

1965 Falcon tudor (62D), very straight. Original paint and glass. No engine, transmission or interior. Needs front floor pans, trunk gutter and fuel filler pan repair. Includes re-buildable 289" short block and A.O.D. transmission. Original engine, transmission available. \$1500 firm. Ted 509-365-9576 or mandtmc@gmail.com South central Washington.



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruis-o-matic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint and some upholstery. I have replaced tires, battery, main and rod bearings, hood, rear end overhaul and gas tank. Asking \$5500. Located in Gresham, OR. Richard Stuthard, 503-663-0312.

1967 Falcon Two door sedan 200 CID six cyl. Three speed with air, 99,961 miles. Some rust on floor pan, lower passenger door and lower right quarter panel. Car is in fair condition. Needs restoration. Have original Bill of Sale and owner's manual. \$1400 OBO. Ron Talley 205-706-0074 or rtalley5@bellsouth.net AL.

**Sell your Falcon Fast
with a Photo Ad!**



1968 Falcon Futura Sports Coupe two door, 6 cyl. car. Original green with parchment interior. Bucket seats, P/S, dealer installed FOMOCO A/C. Solid car! Also many parts from a 1969 2 door Sports Coupe. \$2000 OBO takes all. Can

—Continued on page 10

'65 FALCON "IOWA SHAKER" MODEL KIT



Very detailed Ford 427ci SOHC Big Block engine running Hilbourn injection and open collectors.

The holidays are almost here! This 1:25 scale model kit from Ertl would make a great gift. Driven by Hubert Platt, this car competed and won at drag events. The kit features white and chrome plastic parts as well as decals and instructions to make this great replica.

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WEB SITE

www.falconclub.com

Classified Ads (con't)

—Continued from page 8

send many pictures. Paul, 605-881-3032 or paul.herman@wensmanseed.com.



Very unique Ford Falcon: 1968 two door Falcon, baby blue. Inline 6 cylinder and only 7700 original miles. 1968 Ford Falcon two door inline six cylinder with less than 7700 original miles. This car had a J.C. Penney oil filter on it when we bought it and the original spark

plugs and spark plug wires. The car runs great and the interior is in immaculate condition all but one small crack in the dashboard. The seats are in great shape including matching pillow for back seat. Original paper floor mats from Fred Jones Motor company in downtown OKC are still in the car. The outside of the car is weathered and needs a paint job but is not rusted. New plugs and plug wires, new belts, new hoses, a new radiator, a carburetor kit, and front shock absorbers.

New tires. Mechanically: the new radiator put on in Dec has a small leak around where the top hose connects and needs fixed or a new radiator. The choke on the carburetor needs a new one and it is a cold starter but after it warms up in the winter it runs great. Summer it warms up

quick. \$4000. Allen Schommer, 405-202-4660. OKC



1968 Falcon Futura four door, white over bronze, white interior. 62,000 certified miles, 289 2-V, Cruis-o-matic, factory air, power steering. New brakes, new dual exhaust, good tires. A very smooth driver. This Southwest car has zero rust. \$4500 OBO. Ask for photos. Cliff, 575-585-5545 or hhazard87002@yahoo.com. NM.



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 FREE Falcon Parts Catalog	 1960-65 Falcon RH vent window handle C30Z-6222916-A \$20.00 1960-65 Falcon LH vent window handle C30Z-6222917-A \$20.00  1964-66 Falcon outside mirror, LH or RH C5AZ-17696-F \$80.00  1956-74 "Mustard Top" ignition coil. Looks like the original FORD 12V coil. B6AZ-12029 \$40.00

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Classified Ads (con't)

1968 Falcon Futura Sport Coupe. Rust free. New carpet and professional re-upholstered seats front and rear. 200-6 with auto, bucket seats, new aftermarket AM-FM cassette looks original. Dependable transportation or solid foundation for restoration. Upgraded to V8 spindles, hubs and 8" rear end. \$3500. John Dennis - 405-819-6395 or majohden@oklahomacounty.org OK

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Bran-

son, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Falcons Wanted

WANTED 1963 FORD FALCON TUDOR SEDAN. Looking for project, driver original V8 car, standard trans. Can be 260,289,302,EFI,351W,351C with 4 or 5 speed. Must also have 5 lug or disk brakes with min rust or body work required. Please call or email Louis Santaniello. griff015@netzero.net or 413-250-7806.

I am looking for a 1965 Falcon Futura station wagon or two door. Something that needs work. Leave name, number will return call. Michael, 716-883-3689. NY.

Parts Wanted

Wanted: 1968 Falcon front right fender in good shape. Will consider buying left one if you have both. Can make a 1966 or 1969 work if have to. Bill Honor, 260-482-7399 or fordfalcon68@msn.com. IN.

WANTED: Headers for a 1964 Comet/Falcon with a 170-200 cu. in. six cylinder. Must be in new or very good condition. Jeff Schadle, 319-472-5395. IA.

I need a dash pad to complete my 1967 futura. It is dark blue but any color will do. Skip Mutchler, 815-730-9060 or skipmutch115@yahoo.com. IL.

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Classified Ads (con't)

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WANTED



1966 Ford Falcon Club Wagon Conversion awning kit needed. Info from conversion kit indicates: Traveltop by Althorpe, Travel Equipment Corporation, Elkhart, IN. Part info: 3A2-7167, S/N: SC-5947, Patent #2926.042 3134.98. If you have an awning or have a pattern please contact: Scott Staehnke, 218-779-1121 or 920-948-4390 or scottstaehnke@yahoo.com, MN.



Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors. Part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

Passenger side door and trim for 1963 Falcon Spint Convertible. Bruce, 540-871-3711 or bruno77784@cs.com. VA.

Ring and pinion differential assembly for an early 6 cylinder, 3.89 :1, code 2 rear axle. The ring gear has 35 teeth and part # CODW 4210S. The pinion gear has 9 teeth and part # CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

Miscellaneous Wanted

For sale or trade: hat pin's from National Meet numbers: 10, 16, 20, 21, 22, 24, 25, 28. Wanted: pins from meet 9 and 12. Phil Warren 913-592-3571 or pwrrn@cebridge.net. KS.

Parts For Sale

1965 Falcon grille, used, fair condition \$125., 1963 V8 2-speed transmission \$85., 1963-1965 Falcon Comet 4 speed steel tunnels, glass beaded, black powder coated \$199., 1963-64 T-10 4 speed \$595., 1963-65 4 speed shifter and box, No linkage \$300., 1964-65 Falcon, Comet console bracket (repro) \$85., 1965 Falcon Ranchero Deluxe front fender stainless steel trim \$85. pair, 1964. Falcon Ranchero tailgate stainless steel trim \$75., 1964 Falcon Futura back panel, fair condition \$75., 1962-63 front fenders from CA. \$400. pair, 1965 red bucket seats including back seat \$400. Vic Falcone, 518-355-7756 or email vfalcon64@aol.com. NY.

1964-65 Falcon hood, \$65. 1964-65 Falcon wagon L&R rear quarter curved glass with rubber, \$60. pair. 1965 tail light lens, \$20 pair. Lens with bucket, \$40 pair. 1965 tail light with back-up and buckets, \$50 pair. Early Falcon four lug brake drums, new set of 4, \$150. 1965 289 exhaust manifolds, \$50 pair. Two 14-inch four bolt steel rims with two snow tires DR78x14, \$40 pair. Exhaust header

for 170-200 cu. in. 6 cyl. splits to dual exhaust, \$175. Henry Meckl, 14937 Raleigh St., Ozone Park, NY 11417. (Ed. Note: Sorry, no phone number provided with ad.)

I have Ford Falcon/Ranchero parts for sale. Too many items to list here but you can check out my items in my eBay store: Mom n Pop's Shop (http://stores.shop.ebay.com/Mom-n-Pops-Shop_W0QQ_armrsZ1). I add new parts frequently so check often. If you need a part and don't see it give me a call 406-376-3163 or send me an email: mak3@mtintouch.net. Mark Keeley, MT.

1960 License Plate Frames, pair. Chrome, New \$10.00 + \$5.00 shipping. Natalie Gomez, 610-363-7589 or natgomez@briangomez.com. PA.

For sale for parts: 1962 Sedan Delivery. Rusty frame and body. Good running engine, good glass. New parts including, factory rebuilt carburetor, new radiator, new floor metal (not installed) and brake parts. Other spare parts include several 3 speed transmissions and more. \$900 or best offer. Jerry Boganowski, Omaha, NE, jboganowski@cox.net

—Continued on page 21

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So You Want to Restore a Falcon?

Monthly Tech Column

Dick Harrington

PART XIII ENGINE DETAILING.

You may be expecting the finish paint this month, but the monthly articles have caught up with my progress. The summer has been spent getting ready to finish the painting. It is now mid September and the Ranchero is finally ready for final painting. It has taken all summer to straighten and level the body. Hopefully next month you will see the results of all the tedious body work. So here is what happened last winter when it was too cold to do any painting.

During the Ranchero disassembly, there are numerous subassemblies that get set aside. Cold weather shifts the attention to those subassemblies. The engine is the largest project that goes on outside of the vehicle and in all honestly I was expecting to replace the engine with a 1989 302 Mustang GT roller motor. It has been sitting in the garage for awhile and the best part is it has about six miles on it.

The Ranchero motor looked beat, it was leaking oil from many locations and the odometer was reading about 98,000 miles. It probably would have gotten tossed aside if it were not for the rarity of this Ranchero—1963 V8, four speed. So before giving up on the motor, it was thoroughly cleaned and partially disassembled.

It turns out the engine is a 289. Most all of the parts (block, heads, cam, harmonic balancer, water pump housing, exhaust manifolds) are dated coded correctly for the Ranchero. Rancheros did not come with 289s in 1963, but 289s were used in Fairlanes that were also assembled in San Jose. Was it a replacement engine? Was it an assem-



Engine pulled. Under all the grease were three paint jobs, original semi-gloss black, then red and finally Ford blue.



Roller tipped rockers will reduce the friction and also cause less wear in the valve guides

—Continued on page 14

bly line mistake? I doubt it was a rebuilt engine because of all the correct date codes, particularly the heads (both the same date code). Before doing a complete disassembly, I pulled the oil pan and inspected the rotating assembly. It turns out the engine had a recent rebuild. The crank and rods were all .010" undersized. A quick check of the clearances with plastigauge indicated that the clearances were right on specification. The cross hatch honing was still visible in the bores; the cam was stock for the 260 V8 and in very nice condition. So the plan changed and the engine would get re-gasketed, cleaned up and reinstalled. The engine oil leaks were due to no O ring on the distributor, sucked in intake end gaskets and broken oil pan bolts.

The engine got degreased and repainted. Most all the gaskets and seals were replaced. The engine had a cast iron Ford four-barrel intake (1965 date code) with a Weber 4-barrel (same as AFB or Edelbrock). The carburetor was replaced with a Ford 4100 - 1.08 venturi. Competition Cams steel roller tip rocker arms and push rods were substituted. The engine was returned to its original colors and correct year Ford chrome valve covers were used to dress the engine up some. The generator was replaced with an alternator to save weight and provide more amperage to energize all the additional power robbing accessories that will be added.

NEXT MONTH: HOPEFULLY— THE FINISH PAINT!

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*.



Engine ready to go again



Answer to last month's teaser: The uniqueness is the steering wheel; Tom removed 2" of diameter changing the wheel from the stock 15" to a more modern 13" steering wheel. Tom took photos of the process and it will appear in a future issue.

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My Falcons



When I was a senior in high school in Charlotte Tennessee, my parents decided to look at new cars. We went to Oak Motors which was next to Farmer's Market in downtown Nashville. I thought we were looking for a family sedan but I was looking at the cars I was interested in.

While looking around the lot, I found this red Sprint hard-top, four speed with tach on the dash, bucket seats, spoke hubcaps. I told my parents how much I liked this car and they seemed interested. My dad was 59 years old and my mom was 57, I really didn't imagine them considering a car like this.

We didn't buy the car that day but somehow I was able to get them to go back later for a second look. The car had been sold. They offered to order one just like the one that was sold for

\$2625. I believe that included sales tax. They did that back then.

The next six weeks were the longest of my life. I couldn't wait for the car to arrive. Finally we went to pick it up but it was missing the tach and the rocker moldings. They agreed to install the tach but not the rocker moldings. Needless to say I was on Cloud 9. At this time in the 1960s, everyone was interested in drag racing. Not legal but street drags. I dusted many 1955-57 Chevys. My parents would have killed me if they had known I was racing this car. My mom or dad never got acclimated to the four speed. They thought it was like a farm truck with a granny first gear. In the summer of 1964 I let a 15 year old girl



The Comet is a 1964 Cyclone, the Cyclone was a mid year car like the 1963½ Sprint. They were available with the 289 4 barrel engine unlike the Falcons in 1964. It is a K code car but unlike the Mustang it is not a 271 horsepower but 225. The car is totally stock, automatic transmission, runs terrific and is fun to drive.

no license and no driving experience drive the car. We wound up running off the road, through a fence over some farm implements and ended up with the rear end in a pond. No one was injured but my feelings were crushed. I continued driving the car all through

Joe Wall

college when gas was 23.9 cents per gallon.

In 1968 I had the car repainted silver with a red top. It actually looked pretty sharp. With my first real job, teaching at Maplewood High School, I was thinking about a new car and bought a 1968 Torino GT convertible for \$2400 with only 7000 miles.

That car is another long story. I still have it with barely 100,000 miles but in need of a full restoration. Something I vividly remember about the Falcon was how dangerous it was on a wet road with bias ply tires. I remember doing at least three different 360 degree turns out of control without hitting anything or damaging the car. Years later I looked for the old Sprint but even if I found it, it would have needed a lot of work.

I decided if I could find just the right Falcon convertible, I would buy it. It had to be red, it had to be a Sprint, and it had to be a four speed. I looked for years. I found plenty of cars but not the right one. I found out in Hemmings Motor News about the Falcon Club of America. I sent in my registration and started receiving the *The National Falcon News*. The very first issue I received had the exact car I had been searching for all those many years. The problem was that it was in Massachusetts.

We decided to fly up to see the car. The price was high \$10,500. I knew I would never get that amount for it if I ever decided to sell it. Well that was 11 years ago. The \$10,500 was actually very cheap considering the fun we've had and the friends we've made through the Falcon Club. The Falcon Club has many wonderful people much like a big family. I wouldn't trade anything for the great time we've had being members. As my good friend Jerry Bennett says "We've got better people



in the Falcon Club than we do at church." I would have to agree. In addition to the Sprint, I have owned a 1960 with 19,000 actual miles and three 1965 Rancheros. I sold one Ranchero that I bought in Oregon to Roy Sword the founder of FCA. I still have two, the yellow 1965 that was on the October cover, and another 1965 Model 66B which is an original factory four speed bucket seat car. Then there's the 1964 two door wagon and several other Fords and others. I have a bunch of

other cars too but not suitable for the Falcon News.

The Sprint is always my favorite. On a nice day I can shift through the gears and feel like a teenager all over again. How often do we get that feeling? How much is that worth? PRICELESS!

—Joe Wall (FCA #7942)
Goodlettsville Tennessee

Joe's yellow Ranchero appeared on the cover of the October 2009 issue.

Light Up Your Falcon For the Holidays

You need to get on Ronnie Crawford's Christmas Card list. Each holiday message from Falcon Central features an over the top array of lights, Falcons, vintage clothing and home, and Ronnie himself.

Or now you can do it on your own. Here, in photos and brief description, Ronnie shows you the tricks of lighting up your Falcon for the holidays.



LIGHTS ON LUGGAGE RACK NEEDED:

- Garland either simulated pine or sparkled, about 60 feet
- Four pieces of foam pipe insulation and 1½ inch outside diameter and 1" inside diameter
- Extension cord, 8' or longer
- Power Inverter 12 VOLT – 120 Volt
- Scissors and tape

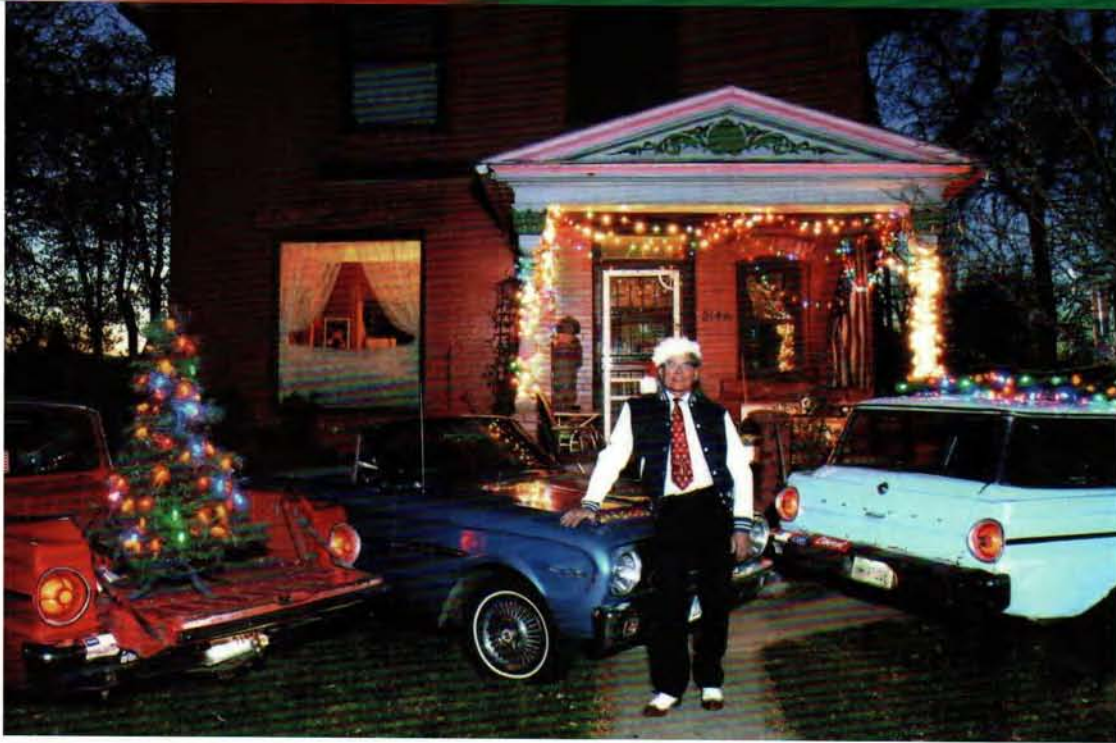
The pipe insulation is used to give some bulk to the rack. If you wrap the rack without the insulation foam, it looks puny and the garland will slide back and forth on the rack. It will also remove the possibility of a metal short circuit.

Place the insulation on the rack. The short sides will need to be trimmed. On the long side, you can trim the foam to fit around the stanchions as needed.

Start on the driver's side front of the rack and wrap the insulation with the garland on all four sides of the rack. It takes sixty feet of garland to give it a good full look.

Wrap the garland with the LED lights, starting with front driver's side again. You should end up back at the driver's side. Plug the end of the lights into the extension cord. Run the cord inside of the door under the driver's seat and plug into the inverter. The inverter plug now goes into the cigarette lighter receptacle. Turn the inverter on and you should have a lighted rack. ALWAYS use LED light sets,





quit when one bulb goes out. Shorter light sets are easier to wrap than a sixty footer is. Some LED light sets come in approximately 66 foot lengths; these are cheaper to buy but a higher price on the temperature. Just use 4 short sets! It's easier and you won't throw a hissy fit.

All of the supplies needed to do the job can be found at Home Depot, Lowes, etc. Don't skimp on the project; the idea is to have a brightly lit holiday Falcon. The light sets and garland are only used once a year and could last longer than we will!

Enjoy this project, you will be amazed at how well it will be received.

TREE IN RANCHERO NEEDED:

- 3½ to 5 foot plastic tree
- tree holder
- Drill with bit
- Two stainless steel screws
- Four tie-downs in bed of truck, fore and aft
- Wire to secure top of tree to tie downs
- LED lights, 3 15 foot sets
- Extension cord



- Inverter, 12 VOLT to 120 VOLT to 120 VOLT.

A plastic tree no taller than five feet is the best size; if the tree is too tall, the top of the tree will bend at high speeds.

Place the tree holder in the bed of the truck. Plan where you want it to go and drill holes to keep the holder in place. Screw in the stainless steel screws to secure the holder. Note: drill your holes in the valley of the bed, not up on the ribs, so the screw heads don't interfere with loading the truck. I use stain-

size C5, 6 or 7 are good. Old school filament bulbs burn out and use too much electricity.

Buy four sets of LED lights to at least total 60 feet. These light sets should be of the type that the whole string doesn't

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Light Up Your Falcon For the Holidays

less steel screws since I leave the screws in year 'round; that way, I don't have to search for them each year and they won't rust. You can touch up the screw heads with paint.

If you don't want to drill holes into the bed for the tree holder, you must secure the bottom of the tree with four guy wires because it will walk on you!

You will need four tie-downs in place to secure the tree, no less. My truck already had tie downs in it so I was ready. If you don't want to install them on your truck, there are various ways and places to attach the wire. Loosen some existing bolts or screws and that will work. So the tie downs can be permanent or temporary.

Install the tree into the holder. Wrap the tree with lights and secure the tree with wire to the tie-downs using black wire so it doesn't show.

Plug the lights into the extension cord and run the cord inside of the car and under the front seat. Plug the inverter cord into the extension cord and the inverter into the cigarette lighter.

Use these guidelines and be creative. Don't skimp on lights or materials! Do it

any way you want, but do it; it will be an instant hit. How many pickup trucks have you seen with a lighted tree in the back?

When the holiday season is over, disconnect the guy wires from the truck, not the tree. Unscrew the tree holder from the truck, removing it as one system. Then all you have to do next year is screw in the tree holder and attach the wires to the truck.

I have been decorating my Falcons during the holiday season for 14 straight years now, so use these as guidelines and adjust when needed. Anyone who doesn't want to go this far could mount a lighted wreath on the grille and hook up the wiring as described.

Enjoy the Holidays!

—Ronnie Crawford (FCA #4790)
Denver, Colorado



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Classified Ads (con't)

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1963 Falcon Sprint parts: four 5 bolt, 13 inch wheels \$50; complete front suspension includes springs, brakes, control arms, ball joints, etc \$200; 4 sprint hubcaps, complete \$80. All prices plus shipping. Robert Knowlton 941-927-2636 or 941-356-6812. FL.

1964 Falcon Futura Hard Top, 260 C.I.; PARTS FOR SALE- Used, Fuel tank 14 gallon.-\$50.; Crankshaft Pulley, 2 groove-\$20.; 17" Fan Blade, \$25.; Air Cleaner w/ Exhaust Heat Tube- \$85.; Intake Manifold w/ Rebuilt 2 barrel Carb- \$175.; Left Side Exhaust Manifold for Single Exhaust, w/ Cross Over- \$85.; New: Mechanical Fuel Pump, Carter- \$40. 157 Tooth Flex plate- \$20.; Torque Converter re-manufactured- \$ 30.; Contact Rich Barrett at 215-679-3309 or rab-64falcon@netzero.net. PA.

1963 Falcon Futura 170 six cylinder engine and Dagenham 4-speed transmission. These original parts have not been separated since removal, are unrestored/un-modified and being sold as is. The engine is complete except for the carburetor. The transmission is complete except for the shifter box. I'm converting the Falcon to a V-8 and have no need for these parts. The car sat for nearly ten years before I purchased it. The second owner insisted the vehicle had 18,000 original miles. The odometer reads 18,000 plus miles, so the actual mileage is either 18,000 or 118,000 miles (18,000 miles seems accurate). The engine turns freely and the tranny shift arms move the gears. Selling as a unit, \$700 for both. Contact Steve Brown, 541 440-2697 or theobrowns@charter.net. OR.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1961 Ford Falcon parts- many, many parts, too numerous to mention! Also, a few parts from a 1965 Falcon sedan. Call with needs. R. DeGroff, 903 Moore St. Lot 145, Baraboo, WI 53913. 608-434-0339.

1963 Falcon parts: Passenger side front fender, straight, solid w/ surface rust only, \$75. Set of 4 original 13" Falcon spinner hubcaps, excellent, \$200. Set of 4 original 13" 5-lug wheels, gloss black powder-coat, never used, \$100. 1963 original grille, very good, no breaks, no dents, needs minor straightening, \$200. Ford 8" 3.25 pumpkin, new bearings, setup and

—Continued on page 22

From the Mailbag...



I was checking out the news this morning and came across this sad photo of a Falcon caught in California's recent storms. Hopefully it's not as bad as it looks. Our sympathy goes out to this individual.

—Kevin & Lauren Gabel (FCA #5403)
Keystone Chapter Editors
Charlestown, MA

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—Continued from page 21

ready to use, \$100. 3-speed interior steering column, \$10. Original front sway bar, \$5; original Sprint Rocker panels, very good, \$80.; original Falcon front fender spears, some pitting but restorable, \$40. 2 rebuilt V-8 starters, \$15 ea. Pair rear V-8 coil-over HD shocks, \$20. Pair front V-8 HD shocks with caps, \$15. Misc: convert your Falcon to Alternator w/ 60 amp Chrome GM alternator (new) \$40. Jim, 913-685-1079 or jd_wilkerson@sbcglobal.net. KS.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Kellogg's Garage has a recent acquisition of NOS 1960-1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13, 14" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard

Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

1963 Falcon 6 cylinder front end steering and suspension to be sold as a one lot. Includes shock towers, upper and lower control arms, tie rods, coil springs, steering box, steering column, 4 lug brake drums and other miscellaneous parts. \$300. Rear end, 4 lug, 3:20:1 ratio (L8Y-J1 3:20 3EE 505), \$50. All parts plus shipping. John, 859-492-6542, KY.

N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, \$30.00; exhaust hanger, part # CODD-5A283-F, \$15.00; flywheel gear, part # CODE-6384-A, \$45.00; Autolite vacuum control, part # CODF-12370-A, \$18.00; turn signal plate, part # CODF-13304-A, \$15.00.. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

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WA 98118. 206-721-3077. Alex@books4cars.com.

1964 owner's manual, complete. \$10., shipping included. John Dennis, 405-819-6395 or send email to majohden@oklahomacounty.org. OK.

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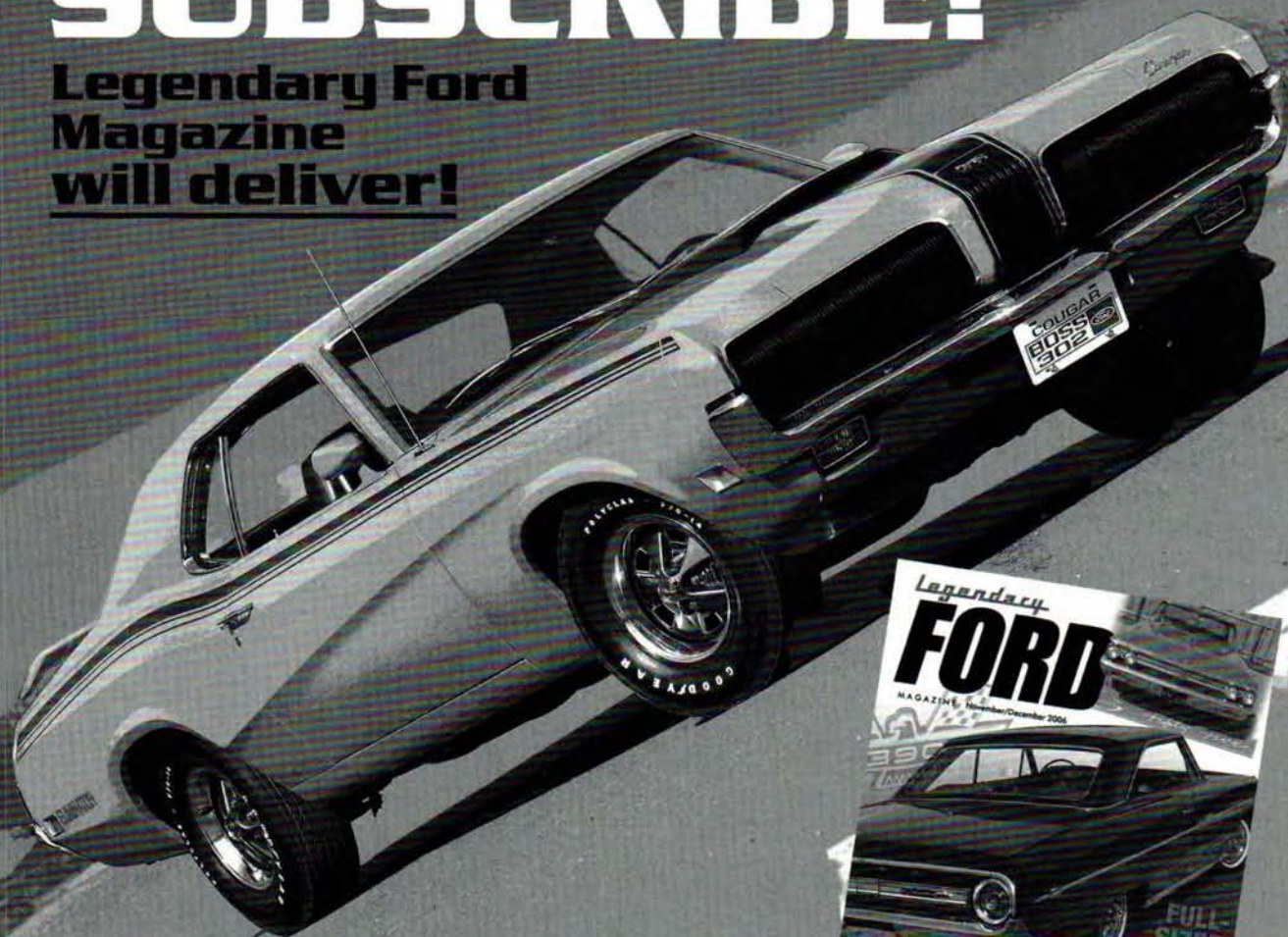
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Calendar of Events

2010 FCA NATIONAL MEET

JULY 15-17, 2010

NOTE: Wrong date printed in Sept. issue. Editor regrets any inconvenience caused.

It's not too early to make plans for next year's FCA National Meet. Falcon's Fantastic 50th will be held in Dearborn, Michigan at the Hyatt Regency Dearborn, 600 Town Center Drive, Dearborn, MI 48126. 313-593-1234. Room rate is \$105 + tax per night. Must mention "Falcon Club" to receive this rate. More information: Gordon Leslie 313-382-2993 gogofalcon@att.net, Mike Eaves 313-386-3209 michaeeaves@att.net, Alan Aniol 734-282-8188 joanal@wideopenwest.com. Visit <http://fca-2010detroit.webs.com/> for updates.

Do you have a Falcon Event to be included in Calendar of Events? Contact the Editor at the address on page 5.

Need Extra Copies of TNFN?

A limited number of extra copies of *The National Falcon News* are available for \$3. each to cover shipping and handling. Please request extra copies soon after publication date, they can run out rapidly. Please make checks out to FCA and send to the Editor at the address on page 9.

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Did you miss the FCA National Meet in Dover this year? It's not too late to get a look at the scene. Go to www.wcrosby.com for a daily update with lots of photos and video of all the Falcons, people and events! Were you there? Please send photos and stories for the December issue featuring the convention.

FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

Tim Teater's 1964 Custom Falcon Convertible

—Continued from page 4

wolves. We called around and the only shop that had any time was Lithia Ford in Roseburg. We got them the car Thursday morning, they tore down the differential and gave us the bad news; it was trashed and needed a complete rebuild! They had the parts shipped in overnight and stayed 'till 6:30 Friday evening so we could get to the last couple of Graffiti Days events. How cool was that?

We have everything sorted out save for the cruise control which continues to give us fits and we drive it at every opportunity. It amazes me how many waves, smiles, and nice comments we get when out and about. I have to thank Chris Jagers and Wayne Torkelson of Classics by Jagers—I couldn't have done it without them. And of course I have to thank my lovely bride Deb, for her patience and support.

DATA SHEET

Body

- PPG Base/Clear Electric Yellow
- 1965 Shelby R model front valance modified to fit and rolled rear pan
- Polished Stock Grille (future plans call for a tube grill)
- 1964 Ford AFX Falcon fiberglass hood from Crites Restoration
- Side trim (which I still have if anyone is interested), door handles and trunk lock removed
- 1965 Mustang rear wheel wells
- Frenched radio antenna
- Shelby racing mirrors painted body color
- Power top; electric door and trunk openers, power windows, all controlled through integrated electric alarm system.
- Moon Equipment light covers
- Late model Ford intermittent wipers with wiper arm mounted washers adapted to stock Falcon controls
- Halogen Head lights with integrated LED turn signals



Front Suspension

- Mustang II type front suspension with two inch dropped spindles, anti-roll bar, Stainless Steel Brakes slotted rotors, two piston calipers, and power rack and pinion steering, Team III 17x7 wheels, BFG high performance tires.
- Rear suspension:
- 9 inch ford, with limited slip type differential, 3:75 gears, anti-roll bar, custom made traction bars, slotted rotors, two piston calipers, Team III 17x8 wheels, BFG high performance tires

Engine

- Ford Racing Performance Parts 392 cubic inch "Z" engine, using Sportsman Block, Ford/Edelbrock Victor Jr. Aluminum Heads, Mass-Flo EFI with Ford/Edelbrock Victor Jr. Aluminum intake manifold modified for injectors and custom tuned Ford computer. Milodon rear sump oil pan to clear new suspension, 1 3/4 Bassani shorty ceramic coated headers, Fluidyne aluminum radiator;

polished Ford air conditioning compressor, alternator, power steering pump, 1984 Mustang valve covers restored, polished and painted, finned aluminum air cleaner, radiator cap and breathers, HydroBoost power brake system and an electronic cruise control by Global Cruise..

Transmission

- Lentech Street Terminator AOD with 10 inch Lentech torque converter, B&M shifter, Derale transmission cooler.

Chassis

- Sub frame connectors, six point custom roll bar, custom made 20 gallon stainless gas tank by Rock Valley, stainless steel braided fuel lines and custom brake lines, emergency brake adapted to stock ford handle and cable, custom 2.5" dual exhaust with Flowmaster Hushpower mufflers.

Interior

- Restored stock steering wheel with black leather cover. Flaming River tilt collapsible steering column, Haneline Instrument panel with matching engine turning on the door panels, gages by Classic Instruments/Moon Equipment, Flow Fit seats, Humphugger console, navigation system, Vintage Air with remote air-conditioning condenser. Upholstery in black vinyl similar to stock Falcon grain with tweed inserts and yellow piping by Fine Auto Trim in Boise. The trunk upholstered to match.
- Tunes: Custom Auto Sound USA-6 stereo with inputs for iPod and satellite radio, two Kicker amps, JBL front speakers and Kicker sub woofer in owner built trunk mount custom fit box.

—Tim Teater (FCA #12381)
Boise, Idaho

Photos by Larry Ross

Falcon Club of America Chapters By Region

NORTH EASTERN DIRECTOR

Ray Chevalier (3076)
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The Erie Canal Chapter

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The Suncoast Chapter

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drdwolfe@insightbb.com

This list is compiled and maintained by Chapter Coordinator Mary Wagner. Please contact her directly at the address on page 9 for any additions or corrections.

Falcon Club of America Chapters By Region

The Founder's Chapter

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luv4fords@hotmail.com

The Southern Coast Falcon Chapter

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The Bluegrass Chapter

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The Lone Star Chapter

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The Northeast Texas Chapter

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2215 Center Rd
Novato, CA 94947
flcnzn@yahoo.com

Falcon Club of America Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
 2nd Sun.—monthly
 Pig Stand, 1508 Bdwy.
 San Antonio TX
 (210) 287-4498

Arizona Chapter
 Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford,
 460 E. Auto Center Dr.,
 Mesa, AZ
 (480) 888-0589

Bluegrass Chapter
Louisville, KY
 2nd Sat. March, June,
 September, December
 4:30 PM at Shoney's at
 Fern Valley Rd.
 (502) 231-8715

Blue Ridge Chapter
South Carolina
 3rd Sun.—monthly
 Greer, SC
 (864) 879-1060

Capital City Chapter
Austin, TX
 3rd Sat.—monthly, 4 PM
 (512) 670-0544

Carolinas Chapter
Charlotte, NC
 1st Mon.—7 PM
 Holiday Inn Express
 Hotel, 2491 Wonder
 Dr., (Exit 60: I-85)
 Kannapolis, N.C.
 (704) 736-1920

Central California
Falcons
Bakersfield, CA
 1st Tuesday 6:30 PM
 Marcia's house,
 5304 Southshore
 (661) 587-8539

Central California
Falcons
Fresno, CA
 3rd Thursday at
 Applebee's in Clovis, 98
 Shaw Ave. 7:00 PM
 (559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
 1st Tue. 7:30 PM
 Cafe Hotel, Melbourne
 9369 1574

Founder's Chapter
Arkansas
 2nd Sat.—monthly
 (501) 605-1370

Gateway Chapter
St. Louis, MO
 4th Sun.—monthly
 (636) 677-4670

Golden Gate Chapter
San Francisco, CA
 2nd Sat.—Odd Months
 (408) 293-5848

Hoosier Chapter
Indiana
 1st Sun.—monthly
 Edwards Drive-In
 2126 S. Sherman Dr.
 Indianapolis
 (317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
 3rd Sun.—monthly
 (903) 572-9593

Metro Detroit Chapter
Detroit, MI
 1st Sun.—bimonthly
 Holiday Inn Southgate,
 17201 Northline Road,
 Southgate, MI
 (313) 382-2993

Mid America Chapter
Kansas City
 1st Fri.—monthly
 (913) 592-3571

Mile Hi Chapter
Denver, CO
 3rd Fri.—monthly
 (303) 857-9360

Music City Chapter
Nashville, TN
 Monthly Meetings
 Call for dates/locations
 (615) 452-0321

Northeast Chapter
New England
 3rd Sat.—monthly
 northeastfalconchapter.
 com
 (952) 334-1654

NE Texas Chapter
Gladedwater, TX
 2nd Sat.—monthly
 (903) 759-6850

Northland Chapter
Minneapolis, MN
 2nd Sat.—odd months
 (952) 334-1654

Rainier Chapter
Seattle, WA
 3rd Wed.—monthly
 except Dec., Feb. Varied.
 RainierFalcons.com
 (206) 290-3093

River City Chapter
Sacramento, CA.
 2nd. Sat. even months
 12:00 PM, Round Table
 Pizza
 1566 Howe Ave
 Sacramento, Ca.
 (209)957-0974

So-Cal Falcons
Burbank, CA
 2nd Sat.—bimonthly
 (818) 845-9725

Sooner Falcons
Oklahoma City
 3rd Sat.—monthly
 (405) 205-3497

Sonoma County
Santa Rosa, CA
 1st Thurs.—monthly
 (707) 539-2860

Southeast Chapter
Georgia
 1st Sun.—monthly
 (770) 887-6268

Space City Chapter
Houston, TX
 2nd Sat.—monthly
 Prince's Drive-In, I-45 &
 Fuqua; 6:00 PM
 (713) 703-5110

Star City Falcon Club
Roanoke, VA
 Monthly meetings
 Call for date/location.
 (540) 254-1515

Virginia Falcons
Richmond, VA
 2nd Sun.—even months
 (804) 739-1615

Wheat State Chapter
Wichita, KS
 1st Sat.—even months
 (316) 838-7487

Falcon

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Coil Over Rear Suspension Kit for 1960 - 1965 Ranchero/Falcon

NEW!

This quality kit is the perfect companion to our Mustang 2 conversion or can be used by itself. The complete kit allows you to replace your "tired" leaf springs with a 100% bolt in adjustable ride height coil over suspension. The coil is fully adjustable for ride height that you require. NO WELDING REQUIRED! Use our "slide adjust" mounting bracket system to bolt the threaded aluminum Aldan Eagle coilover shocks/springs and lower two links to your 8" or 9" housing. Body roll and front to rear roll couple is controlled by our bolt-in 3/4" black powdercoated sway bar and end link package. AGAIN, NO WELDING! Minimum installation hassle with maximum results!! Creates a more stable performance ride for better handling and road feel. One inch outside diameter x .120 wall round steel tubing with 5/8" rod ends make up the upper two triangulated links that bolt to your housing using our center section bracket. Upper link bar bolts between the frame rails for a 100% now weld anywhere installation. The upper two links are adjustable for fine tuning on pinion angle if necessary. Comes with all grade 8 hardware and thorough installation instructions. Optional chrome springs are available for an additional charge. Coilover spanner wrench included. **Order with our Mustang 2 front conversion kit and we will take \$100 off the total!**

Part Number: RCM114 Your Price: \$1695.00

1960-1962 Falcon Back-Up Light Lenses

NEW!

Now available are the correct lenses for the 1960-1962 Falcon back up lights. These are mounted on the rear panel separate from the tail lights.

BUL60X.....60-62 Falcon Back Up Light Lenses.....ea 19.95

NEW!

1964-1965 Ranchero Falcon Fuel Gauge

Brand new reproduction fuel gauge manufactured with UV coating to protect the silk screened printing from fading. Gauge is an exact reproduction with Ford part number and logos. All gauges are pre-tested for accuracy

FGI64X.....64-65 Ranchero, Falcon Fuel Gauge.....ea 89.95



1963-1965 Falcon Four Speed Tunnel Hump

COMING SOON

This is a quality die stamped reproduction of the original four speed tunnel hump used on 1963-1965 Falcons with factory four speed. This is just like the original with all factory shape and hole pattern included. Finally, a metal version made in the USA!



TTH63X.....63-65 Falcon Four Speed Tunnel Hump.....ea 149.95

NEW!

Small Block Tall Finned Cover



VC289-BK - Black

VC289-PL - Polished

Beautiful new small block Ford aluminum valve covers features a tall fin design. These new valve covers will set you apart from the crowd! Fits most roller rockers and have baffles installed. Manufactured in the USA!

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Mid America Chapter

The Mid-America Falcon Chapter held an "All Ford Day" car show on Sunday, May 17th at the Olathe Ford dealership. The weather was perfect for the event which boosted the number of registrations to seventy-four. Cars displayed include late model Mustangs, classic Fords, and several Cobras. All awards were selected by the registrants. The Best of Show was won by Bill Duval, from Lee's Summit Missouri for his 1965 2 & 2 Mustang. The Best Ford Engine was awarded to Lyle Davis, Liberty, Missouri for his 1956 F100 Ford Truck. Dan Tallant, Kansas City, Missouri was awarded Best Interior for his 1948 Ford Convertible while Harley Macklin, from Overland Park, Kansas was awarded Best Paint & Graphics Design for his 1940 Ford Truck. The Best Non-Ford Powered Ford was won by Ken Lilleston, Raytown, Missouri for his 1937 Corvette. The Dealer's Award was presented to Jim Clevenger, Olathe, Kansas for his 1957 Fairlane. The Mustang Club of Kansas City had thirteen cars registered to win the Car Club Participation Plaque plus \$50. There were an additional 25 plaques given for the top 25 cars.

—Linda Crawford (FCA #12229)
Topeka, Kansas



All Ford Show



These famous Falcons in attendance: from top; Gary Crawford, Les Lyons, Jack Ellis, Cory Voyles, and Phil Warren



Mid America President Emeritus Rick Dilks, Former FCA President Jim Hatcher and current Mid America Chapter President Phil Warren confer together at the show.



Linda Crawford and Colleen Ellis man the registration table. Colleen is the Mid America Chapter Treasurer.



Has your FCA Chapter done something interesting lately? Send a story with photos to the Editor at the address on page 9.

On July 12, the Alamo Chapter celebrated it's 25th anniversary with a Barbecue dinner at Brackenridge Park. Even though it had been a record breaking hot summer in San Antonio and many members were on vacation, there were six members with family and friends present for the event.

There was great food, friendship and of course many different conversations about each others Falcon. We also enjoyed seeing all the others cars that cruised the park and other folks that stopped by to check out our Birds.

Our club has members of all age groups. We actively try to recruit new members and we are especially proud of one of our newest member, 20 year old Nick Paredes. He rescued a '62 from the salvage yard and turned it into an "Old School" style ride.

Also many thanks are owed to our President, Mike Hanco, for keeping our club active and getting us invited to parades and other events.

We're looking forward to the next 25 years with our great Falcons.

—Submitted by Robert Wiseman (FCA #7401)
San Antonio, Texas



Larry Hrabok's 1960 Ford Frontenacs



I have been an FCA member since May 1997. I really look forward to receiving The National Falcon News every month. Keep up the fantastic work, your effort is greatly appreciated.

I currently own a 1963 Futura convertible, a 1963 Falcon four door, a 1962½ Sports Futura Coupe, a 1962 Deluxe four door sedan, a 1960 Frontenac two door sedan and a 1960 Frontenac four door wagon. Both Frontenacs are Deluxe models.

I have been gathering information for many years and am sending some along with photos of the 1960 Frontenacs. The only difference between the Falcon and the Frontenac is cosmetic badge engineering. The Frontenac has nine maple leaves, four recessed red painted leaves, one in the center of each hubcap, two plastic metallic red leaves with white background on each front fender, one plastic metallic red leaf with black background in center of grille, one plastic metallic red leaf with black background in center of trunk lift, one plastic metallic red leaf with white background in center of horn ring.

There are two "Frontenac" scripts on the hood and rear panel or tailgate, one concise chromed white metal grille with center circle and spears, six spears, three on left rear and three on right rear body panels. These are chromed with black point inserts.

—Larry Hrabok (FCA # 7888)
Saskatoon, Saskatchewan, Canada



1960 Ford Frontenac Deluxe Specifications BLACK AND WHITE FOUR DOOR STATION WAGON

- Serial Number: 169635871A60L
- 169635: Consecutive unit number. Built the week of May 30–June 3, 1960
- 8: Make. Frontenac six cylinder
- 71A: Model. Four door station wagon
- 60: Year. Model year 1960
- L: Drive. Left hand drive, built in Oakville, Ontario
- Paint: +2WB
- +: Reversible combination
- 2: Tu-tone color
- WB: White/Black (raven Black, Corinthian White)
- TRIM: 43
- 43: Red and white (optional)
- Engine: N1
- N1: 144 cid standard
- Purchased October 10, 1987 by FCA member Larry Hrabok



Look for more Frontenac information and history in upcoming issues of *The National Falcon News*.

—Continued on back jacket

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We now have 1960–65 Falcon
four door seat covers and door panels!

Frontenacs

—Continued from front jacket



BLUE DELUXE TWO DOOR SEDAN

- Serial Number: 100862864A60L
- 100862: Consecutive unit number. Built the week of September 25, 1959
- 8: Make. Frontenac six cylinder
- 64A: Model. Two door sedan
- 60: Year. Model year 1960
- L: Drive. Left hand drive, built in Oakville, Ontario
- Paint: 1CC
- 1: Solid color
- CC: Skymist Blue
- TRIM: 03
- 03: Bluee (optional)
- Engine: N1
- N1: 144 cid standard
- Purchased March 18, 1987 by FCA member Larry Hrabok



1960-1970 FALCON

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